

CONFIDENTIAL
INFORMATION REPORT

REPORT

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COUNTRY Germany (Russian Zone)

DATE DISTR. 1 MAY 51

SUBJECT The Eisenhüttenkombinat Ost
(EKO), Fürstenberg/Oder

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PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF
INFO.

SUPPLEMENT TO
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1. The construction of the Eisenhüttenkombinat Ost (EKO), Fürstenberg, was begun on 1 January 1951 with the building of blast furnace No. 1 which is expected to be ready for production in October 1951. In its final form, the EKO will cover an area of 10 to 12 sq.km.
2. The estimated production of crude iron will reach 250,000 tons by the end of 1952, 500,000 tons by the end of 1953, while the production of crude steel will be 20,000 tons in 1953 and 550,000 tons in 1955.
3. Plans call for the erection of the following plants for EKO:
 - a. A blast furnace plant with three blast furnaces, each with a daily capacity of 500 tons and a total yearly capacity of 500,000 tons of crude iron.
 - b. A steel plant with a yearly capacity of 550,000 tons of crude steel, equipped with ten Siemens-Martin furnaces of 50 tons each, a Talbot furnace, a large mixer heated by blast furnace gas, and several tipping mixers.
 - c. A rolling mill, to be constructed in 1953.
 - d. A forge with a capacity of 50,000 ton forgings.
 - e. A steel mold foundry with a yearly capacity of 30,000 tons.
 - f. A chill mold foundry and a foundry for casting rollers.
 - g. A shop for milling rollers.
 - h. A sheet metal processing factory.
 - i. An electric power station, to be supplied by brown coal mines in the neighborhood of Fürstenberg.
 - j. A gas works.
 - k. A cement factory.

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CENTRAL INTELLIGENCE AGENCY

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1. Mechanical workshops for the entire combine.
4. The number of personnel required, including those for all subsidiary plants, is quoted as 13,000.
5. The cost of electric power needed by the EKO during 1951 is estimated at DM (East) 3,500,000. The sum is to be made available by the Energiebezirk Nord, DDR, which will necessitate a corresponding cut in that organization's investment projects.
6. In order to satisfy the communication requirements of the combine, the Oder-Spree Canal will have to be widened. In addition, an inland harbor with trans-shipment installations will be required. The connecting link between the combine and the railway network to the north of the Oder-Spree Canal will be provided by a railroad bridge over the canal, now under construction at Ziltendorf. Finally, a new town, embracing the villages of Fürstenberg and Schönfliess, will have to be built in order to provide accommodations for more than 30,000 persons.

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